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Bridge permit progress update

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In mid 2012, the project began individual discussions with each of the three fabricators to develop a common understanding of the potential impact a 116-foot replacement bridge could have on the fabricators' ability to transport very large shipments downriver under the proposed I-5 replacement bridge. At the early stages of these discussions, these privately held, local businesses needed assurances that their proprietary information, which is not otherwise publicly available, would be protected. As privately owned and controlled companies, these fabricators have trade specific, confidentially held business plans that, if disclosed, could put them at a substantial competitive disadvantage. Each of these businesses could be jeopardized if confidential information is made public or shared with competitors. However, this same economic data – including business revenues, business plans and future market potential – was central for both the fabricators and the CRC to fully and accurately assess, quantify and candidly discuss the potential economic and operational impacts the proposed replacement bridge could have on these businesses.

In order to provide the protections the businesses deserved and enable the parties to engage in productive discussions to determine potential impacts, CRC executed non disclosure agreements (NDAs) (<http://www.columbiarivercrossing.org/Library/Type.aspx?CategoryID=4>) with each of the fabricators. These NDAs provide the legal assurances the businesses need to provide CRC with detailed information about their business models and future market pursuits – information that is essential in accurately quantifying the impacts of the proposed bridge height and developing mitigation measures that are fair to the fabricators and the taxpayers, while preventing these important local businesses' competitive positions from being compromised.

In January 2013, the CRC submitted a general bridge permit application to United States Coast Guard. The application proposed mitigation for the potential impacts of the replacement bridge on the fabricators' navigation estimate of the value of lost profits for the three fabricators ranging between \$30 million (low) to \$116 million (high) total for all three fabricators. The project expects to achieve mitigation within the range described in the permit application.

Next steps

Mitigation discussions with the three fabricators are targeted for completion by August 30, 2013. The USCG deliberations will continue until their decision on or before September 30, 2013. At that time, we anticipate making any executed mitigation agreements available for public review. It is also anticipated that any resulting agreements will contain the terms and conditions of mitigation as well as the aggregate dollar amounts negotiated by the parties that sufficiently address these business impacts.

In early May the USCG released the CRC permit application for public review and is accepting written comments on the application until June 20, 2013. The USCG has scheduled two public meetings in Portland on June 4 and in Vancouver on June 5 to receive comments on the permit application. The permit application identifies and outlines avoidance, minimization and mitigation measures for impacts. It includes proposed mitigation for these impacts and the number of jobs potentially affected by a replacement bridge with a vertical clearance of 116 feet. The application and related information can be found online:

<http://www.columbiarivercrossing.org/ProjectInformation/CurrentWork/USCG.aspx>. The online information will be updated regularly as the permitting process moves forward.

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